

### **Exhibit 3**

## **Excerpts from Redmond's Comprehensive Plan**

#### **Transportation Element of the Comprehensive Plan – Selected Policies**

*Below are policies from the Redmond Comprehensive Plan that relate most directly to Complete Streets.*

- TR – 4      Maintain standards for the design, construction, and safe and efficient operation of streets in Redmond and achieve the following as part of the development process:**
- Require that all streets be complete streets, built to accommodate all travel modes in compliance with the City's design standards and plans for streets, bicycles and pedestrian facilities;
  - Require that all property be conveniently accessible from streets, walkways and trails, subject to environmental limitations;
  - Maintain continuity of the street pattern by avoiding dead-end and half-streets not having turnaround provisions;
  - Avoid the creation of excessively large blocks and long local access residential streets;
  - Complete missing links and improve street connections;
  - Wherever possible, separate pedestrians from traffic lanes by the use of street trees and landscaped strips, and avoid the construction of sidewalks next to street curbs;
  - Manage access to arterials; and
  - Identify specific street improvements that benefit transit operations and work with transit providers to prioritize street improvements.
- TR – 5      Meet the travel needs of all modes on the transportation network. Maintain the "priority corridor" designation described in the Transportation Master Plan to identify corridors of critical significance in connecting key destinations and providing multimodal travel choices for all users.**